

WEATHER FORECAST
Rain to-day; to-morrow fair and much colder; fresh south winds.
Highest temperature yesterday, 47; lowest, 31.
Detailed weather reports will be found on page 21.

THE NEW YORK HERALD

THE BEST IN ITS HISTORY.
The New York Herald, with all that was best of The Sun intertwined with it, and the whole revitalized, is a bigger and better and sounder newspaper than ever before.

VOL. LXXXV. NO. 153. DAILY. NEW YORK, SUNDAY, JANUARY 30, 1921. ENTERED AS SECOND-CLASS MATTER, POST OFFICE, NEW YORK, N. Y. PAGES. PRICE FIVE CENTS

BERLIN TO REJECT REPARATION PLAN; REPLY IN FEW DAYS

Scheme Pronounced Impossible Because Acceptance Would Mean Revolution in Germany.
COUNCIL APPROVES IT
Total to Be Paid in 42 Years Would Be 269 Billion Marks Gold Inclusive of Interest.
BRAND NOW FACES CRISIS
Bets Are Being Made That His Ministry Will Fall This Week—Tax Feature May Save It.

By LAURENCE HILLS.
Special Cable to THE NEW YORK HERALD.
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New York Herald Bureau, Paris, Jan. 29.
The Supreme Council of the Allies formally approved the reparations plan to-day, which means that Germany will be asked to pay 226,000,000,000 marks gold in forty-two years, plus a tax of 12 1/2 per cent. on exports. Exclusive of the tax feature the amount is nearly 10 per cent. less than the sum fixed at Boulogne of 100,000,000,000 marks gold, which, calculated at 5 per cent. interest for forty-two years, would bring the total to be paid by Germany to 269,000,000,000 marks gold.
This reduction is what Premier Lloyd George obtained here for surrendering his opposition to the indefinite factor represented by the tax, the value of which, considering all obstacles that must be overcome in imposing it, even if the Germans should approve it, appears negligible to almost every expert. The tax feature may save the Brand Cabinet, but this is very doubtful, as the total sum without the tax represents the essence of the scheme which Premier Brand protested against before the Chamber of Deputies, and increases rather than diminishes the French budget problem. Only by getting the bankers of the world, principally American bankers, to discount her share of the annuities can France meet her problem.
The whole plan is submitted to the Germans, who will be invited to London February 28 to give their answer.
Germany's Answer Known.
Germany's answer to the note containing the allied demand, which will be sent out in a few days, is already known. It will be a flat refusal, and, inasmuch as the tax feature is entirely outside the treaty, the refusal can easily bring back matters to where they started.
Germany's point blank refusal is foreseen by a statement made this morning from the most reliable source of German information available to THE NEW YORK HERALD.
"The plan is absolutely impossible," this authority said. "No German Government accepting it could escape revolution. The highest estimate of Germany's capacity to pay annuities does not exceed 1,500,000,000 marks gold. Germany is allowed to retain upper Silesia and the Allies retrocede a substantial merchant tonnage."
Germany's refusal probably will be made known when the Brussels conference of experts resumes, on February 7, its investigations into Germany's conditions. In inside British circles there is not the slightest expectation that Germany will ever pay a reduced sum of the tax. Some, value, they believe, may attach to the first annuities, but after that the whole thing is too problematical for the British to consider it in their own future plans. But to France the discount value of these annuities for many years to come, should Germany accept, is vital, and even the French admit that discount is impossible unless all the Allies endorse Germany's pledge.

U. S. Cooperation Essential.
In the adoption of the reparations plan America has not been consulted, and if America's views are learned here at this time through Sir Auckland Geddes, this despite the recognition that America's cooperation is absolutely essential if the German obligations are to be financed.
To-day's action prefigures a political debate next Tuesday, involving the life of the Brand Ministry, and wagers are being made, with odds at eight to five, that it will fall. A Cabinet headed by Raymond Poincaré could repudiate the whole scheme, but at the peril now of a definite break in the alliance with the British.
At best France during the first two years will receive the equivalent of 3,000,000,000 paper francs, inasmuch as Belgium's priority is 2,600,000,000 marks gold. Germany's payments. With this France will be expected to meet her growing budget deficit of more than 16,000,000,000 francs. Counting the export tax on the basis of the figures for 1912, Germany's part of all German payments will not exceed 140,000,000 marks gold, against her total pensions and damages of 1,600,000,000 francs.
The United States may formally protest against the Allies imposing an export tax on Germany without first consulting her as being a violation of her rights which the Knox resolution affirms as not being overruled by the effect being to raise the prices of United

HOUSE ACCEPTS MORGAN'S LONDON HOME FOR EMBASSY

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau, Washington, D. C., Jan. 29.
ACCEPTANCE by the United States Government of the former home of J. P. Morgan in London as a residence for the American Ambassador was approved by the House to-day sitting as a committee of the whole. The action was taken in allowing a section of the diplomatic and consular appropriation bill to pass without objection and with little debate.
Under House rules the action is subject to approval or rejection by the House proper later, but indications are no objections will be raised. The section authorizing the acceptance could have been stricken out of the bill on a point of order, but apparently the proposal meets with almost unanimous approval of House members.
The proposal has been pending before Congress for almost two years. Its acceptance was urged by President Wilson in a message to Congress and again by the State Department in a communication to the House Foreign Affairs Committee. The Senate Foreign Relations Committee recently reported a resolution authorizing acceptance, but it is probable this will be abandoned in favor of the provision of the House appropriation bill accomplishing the same purpose.
Representative Rogers (Mass.), in charge of the diplomatic bill, in explaining this section of the measure to the House commended Mr. Morgan for making the offer and said it should mark the beginning of a movement by Congress to purchase embassies or homes for the Ambassadors in other countries.
The House agreed also to an appropriation in the same bill of \$150,000 for the purchase of an American embassy at Paris.
The Morgan house in London is at Prince's Gate and has been associated with the Morgans for three generations. It is best remembered by the people of London as the home of the great art treasures of J. Pierpont Morgan, father of the donor of the house to America.

UNIONS WILL FIGHT CUT IN RAIL WAGES

'Will Not Peacefully Submit,' Says Statement From Three Big Brotherhoods.
DENY BREAK IN H. C. OF L.
Business Depression Brought On to Aid Propaganda, Charges W. G. Lee.

CLEVELAND, Jan. 29.—Heads of three big railroad brotherhoods in formal statements here to-night said the railroad men of the country "will not peacefully submit" to the wage reductions which Chicago dispatches say the railways will seek from the United States Railway Labor Board in a petition to be presented Monday.
W. G. Lee, president of the Brotherhood of Railroad Trainmen; W. S. Carter, president of the Brotherhood of Locomotive Firemen and Engineers, and L. E. Sheppard, president of the Order of Railway Conductors, made this declaration in formal statements. A similar declaration was made Thursday by Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers.
All the brotherhood executives declare that reports of decreases in the cost of living are not borne out by actual conditions, but are the result of propaganda; that the wages of railway employees did not increase as rapidly as did the cost of living, or as much, and that railway men are not now receiving as high a standard of wages as are paid in many other industries.
Mr. Lee asserted that in his opinion "none, if not the greater portion, of the business depression has been brought about solely for the purpose of prejudicing the public in the interest of a reduction in wages generally."
Mr. Carter declared that "notwithstanding all the wage increases made either by the Railroad Administration or the Labor Board, it can be shown that because of the great increase in the efficiency of railroad employees there has been no practical increase in wage costs compared with product."
Mr. Sheppard asserted that "to admit that in this country of ours it is necessary to make an onslaught on labor at this time, after all the country has done for the railroads, is absolutely un-American."
Messrs. Lee, Carter and Sheppard also pointed out that the railway employee is a piece of property, let off and not paid when railroad traffic is light.

RAIL HEADS PLAN THREE LINES OF BATTLE

Publicity First Weapon in Lower Wage Fight.
Details of the plan formulated by railroad executives in their fight for a lower wage level on the other lines is going on, following the announcement on Friday that the step had been decided on. There is to be a publicity campaign in which it has been planned to take the owners case straight to the people of the country and show them in detail the straits in which the roads find themselves because of increased costs.
A second angle of the campaign will be the fight to be waged before the United States Railroad Labor Board, which is in session now in Chicago, and the third will be an open war with organized labor. The three main lines along which the battle will be fought.
The initial volley of publicity is expected to-morrow. Preparation for the campaign on the other lines is going along smoothly. Members of the labor committee are arranging their campaign in Chicago, having gathered from all parts of the country evidence ranging from disproportionate increase in pay which some railroad workers have received, to facts and figures which tend to prove that the high cost of living is beginning to decline. The decrease they will claim should be accompanied by a proportionate decrease all along the line.
W. W. Atterbury of the Pennsylvania

KRAMER LOCKS UP RUM WAREHOUSES IN SEVEN STATES

Drastic Order Issued to Curb Liquor Ring and Halt Bootlegging.
EAST ONLY AFFECTED
Industrial Alcohol, Church Wine and Druggists' Orders Excepted.
SURPRISE IN NEW EDICT
Not Until Stocks of Legal Holders Become Low Will Ruling Be Revoked.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau, Washington, D. C., Jan. 29.
As a desperate measure to break the Eastern rum ring and stop illicit traffic in the so-called wet belt of Eastern States, Prohibition Commissioner Kramer late to-day issued stringent orders closing all warehouses in New York, Pennsylvania, New Jersey, Maryland, Connecticut, Rhode Island and Massachusetts.
The order came as a surprise and it was intended to keep it secret until news filtered from one of the Maryland warehouse centres that instructions had been received to stop all withdrawals.
Only three exceptions are made. Industrial alcohol can be released on specially approved permits, sacramental wines are entirely excepted, and provision is made that each licensed retail druggist can draw a maximum of five cases of whiskey on a single permit.
One direct effect desired is the withholding of supplies from the manufacturers of patented medicines, tonics and other preparations which have flooded the market and the stopping of withdrawal of any considerable shipment of whiskey or other spirit commonly used for beverage. The order limiting withdrawals is designed to drive illicit dealers from the market as a necessary first step to any kind of enforcement.
Case Shipments Only.
Shipments to druggists will in future be made in case lots, obviating losses from barrels, and any issuance of wine, except for sacramental purposes, gin and rum will be stopped indefinitely. The order will not be revoked until stocks of all authorized users of spirits are at an absolute minimum. Meantime it is hoped that bootleggers will be discouraged.
Freight handlers and express employees are blamed by the prohibition division of the Treasury for numerous cases of watered whiskey received and sold by druggists and others authorized to handle spirits for legal use.
Hundreds of complaints have come to the revenue bureau from persons having prescriptions filled, and in many instances from druggists and other licensed purveyors of whiskey that the supply was watered or otherwise diluted.
In many instances just plain water was added to otherwise good whiskey. In other cases alcohol and other substances have been put in frequently, utterly spoiling the product. Chief Young of the withdrawal division of the prohibition unit stated emphatically to-day that all whiskey withdrawn from warehouses on permit was gauged and tested for tax purposes immediately before withdrawal and had to be pure. The amount of tax paid is dependent on the number of proof gallons in the barrel. Proof gallons are the measure of alcoholic content. For instance, whiskey that is 100 proof has 50 per cent. alcohol and 50 per cent. of other substances, mostly water. It must be 100 proof when withdrawn.
Chances for Liquor Theft.
Shipments of withdrawn spirits are made under bond, but many such shipments lay in express and freight offices for days before finally claimed or delivered. After they are received at destination, way bills and permits must be filed and approved by local prohibition officers before delivery can be made by the railroad or express office.
It is alleged that somewhere along the line employees or others having access to railroad or express property drill holes in barrels or knock out bung, siphon off some liquor, fill up with water and plug the containers.
A general watch has been started on all shipments in transit. In future it is likely they will be gauged not only upon leaving the warehouse, but on delivery at destination so that the point of loss can be ascertained.

COPS SEIZE ALCOHOL AND FIND IT WATER

Officials Shocked at Discovery at Ossining.
Frank Minnerly, Chief of Police at Ossining, was walking down the main street of that town yesterday when he was halted by Philip Flick, a trustee of Ossining Hospital.
"Frank," said Trustee Flick, as they went on down the street, "You don't happen to know any one who has some alcohol for sale, do you?"
Any one who knows Chief Minnerly is likely to know the answer.
Continued on Second Page.

TO THE UNEMPLOYED
and those seeking better positions
Refer to the Help Wanted advertisements in THE NEW YORK HERALD
SEE SECTION SIX TO-DAY
And do not overlook the offerings of Employment Agencies for help of the better kind.

Dniester's Right Bank Blockaded by Rumania

VIENNA, Jan. 29.—The Rumanian Government has declared the right bank of the Dniester to be in a state of siege and has prohibited all traffic in that region, according to a Bucharest despatch received here to-day.

NINE DIE IN FIRE IN HOBOKEN HOTEL

List May Be Doubled in Blaze That Destroyed Palace Colonial.
MANY WOMEN RESCUED
Smoke and Flames Cut Off Firemen From Upper Floors, Where Victims Were.

Nine persons lost their lives and it is believed that the death list may be increased to twice that number in a fire that destroyed the Palace Colonial Hotel, in Newark street, a block and a half from the Lackawanna Railroad station in Hoboken early this morning.
At 2 o'clock flames still were sweeping through the rear part of the hotel, and firemen believed that the rooms on the second and third floors still contained bodies. The blaze there was so intense they had not been able to get into any of the rooms.
Besides those found dead at least four persons were so badly burned that after they had been rescued from top floor rooms they were hurried to hospitals, where it was said their condition was such that they may die. At least a dozen others, many of them women, were found partly overcome in rooms on the upper floors and were carried down ladders and fire escapes to the street. They were not known by name, but without anything but night clothes.
The fire is believed to have started from a cigarette butt in a linen room. Clerks said that when the flames were discovered about forty persons were in the five story brick building.
The fire spread with remarkable rapidity. It was not known where it turned in the first alarm, but the signal bell in the box on a corner nearby was still ringing when the first apparatus reached the scene from fire headquarters, two blocks away.
At that time the entire building was in flames and filled with smoke. Men and women were hanging from windows and threatening to drop into the streets as the firemen began to raise their ladders.
The Rev. Edward Kelly, Catholic chaplain of the Hoboken Fire Department, arrived with the apparatus on the second alarm and as soon as the fire had been driven to the rear of the building entered at the head of a searching party to look for injured and dying.
Firemen said the priest administered the last rites of the church to persons who were dying from burns and then helped carry them to the street.
Adjoining the building is that of the First National Bank of Hoboken. While the blaze was at its height the police, fearing an attempt might be made to rob the bank, placed guards at doors and windows and posted others on the roof.
Most of the bodies were found on the two upper floors. A man and a woman were found burned to death in one room, and a woman's body was found on the floor of an adjoining room. Apparently those who lost their lives were overcome by smoke which swept quickly to one upper floor, and then were cut off from rescue by the flames, which spread through the second floor from the linen room, making it impossible for the firemen to make their way upstairs.
None of the victims had been identified early this morning.

42 TO 85 YEARS IN CELL FOR YOUTHFUL FIREBUG

Boy of 19 Caused \$2,000,000 Damage in Two Months.
Special Despatch to THE NEW YORK HERALD.
UNIONTOWN, Pa., Jan. 29.—Pleading guilty to thirteen charges of arson in connection with the wave of incendiary fires which swept over Fayette county for more than two months, Albert Smith, 19 years old, son of Reuben Smith, wealthy Fair Hope real estate operator, was sentenced to-day by Judge J. Q. Van Swearingen to serve forty-two to eighty-five years in the Western Penitentiary.
"I intend this shall be a life sentence," the court said in imposing judgment. "It was the longest sentence given here since 1890, when a man charged with assault got forty-five years."
His sentence to-day was the final chapter in the sensational story of a boy who, in two months, had burned schools, churches, barns, business houses and private residences, with estimated losses upward of \$2,000,000.
Asserting that two of Smith's uncles now are inmates of asylums, Patterson asked that sentence be deferred until medical experts could make an examination and determine whether the boy should be sent to prison or an asylum.
KILLED IN TRAIN WRECK.
ODGEN, Jan. 29.—Morris Ferguson, a Union Pacific employee of Oakland, Ind., was killed and eleven persons were injured, some seriously, when an east-bound Union Pacific freight train crashed into the rear end of a work train between Knight and Altamont, Wyo., last night.

KING ALBERT PUTS UP CUP FOR RACE ACROSS ATLANTIC

Contest Set for July 4 Open to Sailing Yachts of the World.
FROM HERE TO OSTEND
Auxiliary Engine May Compete if Engines Are Sealed or Neutralized.
REVIVAL WINS APPROVAL
Last Event of Its Kind for Kaiser's Cup, Which Turned Out to Be Pewter.

Albert, King of the Belgians, yesterday offered a gold cup for an ocean race next summer from Sandy Hook to Ostend, open to sailing yachts of the world. The announcement was made by Baron de Cartier de Marchienne, Belgian Ambassador to the United States. Under the conditions approved by the King, the race is to be for the championship of the high seas without handicap and open to all sizes, types and rigs. Auxiliary yachts are eligible, provided the propelling machinery is sealed or neutralized before the start.
The start is to be at noon July 4, without postponement, regardless of wind or weather, and the starting point will be the Race Point Light vessel, where the race for the America's Cup started last summer. A warning signal will be given ten minutes before noon and boats must have reason for fog or calm to reach the starting line will be penalized for time lost.
The finish will be off Ostend on the Belgian coast, where King Albert in person will welcome the winner. Baron de Cartier will ask one member each from the New York, Atlantic and Larchmont yacht clubs to act as starting committee. Entries will be received by Pierre Mail, Belgian Consul-General in New York, at 25 Madison avenue.

Last Race in 1905

"His Majesty desires that this race be an actual championship race for the supremacy of the seas," Baron de Cartier said, "and therefore the arbitrary conditions for the start have been decided upon. Particulars regarding the finish off Ostend will be announced later. King Albert's cup will become the permanent property of the winner and a suitable commemorative medal will be presented to each of the contestants."
Each member of the starting committee will represent his club exclusively. The duty of the committee will be to conduct the actual starting and consider any protests or fouls that may arise before the starting signal, at which time its duties cease.
The last race across the Atlantic was sailed in 1905 for a cup offered by the German Kaiser. Eleven boats entered and the winner was the Atlantic, a three masted schooner, 185 feet over all, then the property of Wilson Marshall, former commodore of the Larchmont Yacht Club.
Commodore Marshall's only son, an American aviator, was killed during the war. Shortly after he offered the Kaiser's "solid gold cup" to the Red Cross, but when it was broken up it proved to be a gold plated pewter mug worth only a few hundred dollars, not one-hundredth of the amount spent by each of the yachtsmen who competed for it.
The Atlantic is now owned by Nicholas F. and James Cox Brady. She was in commission last summer and she may start in the race for King Albert's cup. Her owners are out of town and could not be reached yesterday.
The first race across the Atlantic was sailed in 1896, when the late James Gordon Bennett challenged the Victor and Fleeting with his schooner Henrietta. They were the fastest yachts afloat at that time and the race created worldwide interest. Mr. Bennett, losing his own boat, won the race and a purse of \$50,000.

Yachtsmen Here Enthusiastic

Yachtsmen were unanimous yesterday in their approval of the plan. George A. Cormack, secretary of the New York Yacht Club, said an ocean race would be a great stimulant for yachting. It will be impossible to tell until June, Mr. Cormack thought, how many boats will enter.
The commodore and vice-commodore of the club, J. P. Morgan and Harold S. Vanderbilt, are out of town. Gen. Cornelius Vanderbilt said he thought the race would arouse the greatest interest; he did not know whether he would enter his yacht.
Dallas Hache Pratt, former commodore of the N. Y. Y. C., thought it was "great," and that no doubt a number of yachts would go into the race. No sport has suffered more than yachting from the war, Mr. Pratt said, and the expense of keeping large boats in commission may revert the nation. George A. Nichols, another authority, thought of five or six schooners that are likely to try for the King's trophy. The Atlantic was one.
Another possibility suggested was Sir Thomas Lipton's 23 meter Shamrock, the trial horse for Shamrock IV, before the cup races last year. She is laid up here and for sale, but there seems little likelihood of her being sold. Sir Thomas may decide to race her home, as she is a staunch deep water craft.

Bernstorff Jewels Held Ransom for Whites

WASHINGTON, Jan. 29.—At the instance of Senator Knox, Republican, Pennsylvania, the Senate stopped wrangling over emergency tariff proposals long enough to-day to adopt an amendment to the alien property act, so the wife of Count von Bernstorff cannot get back her valuables from the Alien Property Custodian while the property of daughters of Henry White, American commissioner to the peace conference, is held.
Senator Knox thus described the situation, saying under the act an American born woman married to an enemy alien prior to the war could retain her property, while the daughter of American parents, born abroad, and married to an enemy alien, was classed as an enemy alien herself.

HARD FIGHT AHEAD ON TRANSIT BILLS

Measures Backed by Governor to Be Offered on Merit Alone.
READY IN TEN DAYS
Support of City Senators Expected Before Legislature Votes.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau, Albany, Jan. 29.
Gov. Miller's plan for saving New York city's transit system from "the scrap heap or bankruptcy" is being pushed forward with all the speed possible. The legislative leaders have begun work on the bills which will embody and carry out the Executive's ideas and the bill drafting bureau will have the measures ready for presentation in about ten days.
There are to be two bills. One will supplement the rapid transit act and the other will amend the public service law. It is a difficult task to draft such measures because of the necessity of conforming to court rulings made in recent years on numerous points, and at the same time to revamp the law and make it sufficiently flexible to meet the new situation.
A Storm of Controversy.
One measure will adjust the State laws, bringing them up to date. That will take into consideration the subway contracts and straighten out kinks in the several laws. Another measure will create the new Public Service Commission, lodged in the hands of the transit powers now resting with the Public Service Commission, some of the authority of the Board of Estimate and the jurisdiction of the transit commission.
Even before the bills are ready and their real purpose understood thoroughly the storm of controversy which has broken through the State on the whole subject has aroused the Legislature and the public, as has no other conflict in recent years.
In spite of the Governor's repeated assurance that the question is not whether a five or six cent fare shall be charged, the opposition is straining to the limit to set up that scarecrow before the Legislature. The first spasm of fear which somewhat alarmed the leaders last week has begun to subside. In its place is coming the demand that the subject be treated on its merits.
The Governor's calmness in the face of the uproar and his assurance that the public will endorse his plan when it is understood and robbed of its misrepresentation, has steadied the Legislature.
But there is no doubt that there is a terrific fight ahead. It promises to be the most bitterly contested battle staged in the Legislature since the bills were passed to regulate horse racing.

Passage Seems Assured

As it now stands, the situation is New York city against up-State. In the first rush to take sides, the New York delegation in the Senate and Assembly followed into one corner regardless of politics or any other consideration. Their understanding was that the issue was to be a clean-cut contest on whether higher fares should be voted, and that they were a unit against an increase.
But the reaction appears to have set in. The announcement made by Jacob A. Livingston, Kings county Republican leader, that he intended unqualifiedly the Governor's position, and the partial approval given by the Manhattan leaders have begun to have effect.
It is the opinion of the leaders here and of observers on the side lines that the Governor's bills will pass. Every man in the Legislature will have to go on record and every possible influence for and against the proposals will be brought into action in the next few weeks.
The New York delegation in the Senate numbers twenty-three, of whom twelve are Republicans, ten Democrats and one Socialist. The Democratic and Socialist will fight to the finish against the bills, without much doubt. Of the twelve Republicans six represent Brooklyn, three Manhattan and one each from Westchester, Dutchess and Richmond. With the Republican organizations backing the Governor, the supporters of the plan are confident the delegation will break up before the vote comes several weeks hence. It would not be surprising were the Governor to get at least three or four city votes in the Senate.
In the Assembly the situation is much the same. New York and Kings counties each has twenty-three Assemblymen. The Bronx, eight, Queens, six and Richmond, two, make up the total for the city in the lower house sixty-two. There are fifteen Republican Senators from Kings and thirteen from Manhattan. With the county organizations of these

Transit Is Discussed Freely

With the legislators were their Assembly district leaders and former Senator Albert Ottinger, chairman of the committee on State legislation of the county committee, and Courtlandt Nicoll, chairman of the committee on city affairs of the National Republican Club. It is understood the lawmakers and leaders expressed themselves freely in regard to the sentiment in their districts and discussed ways in which the bills to carry out Gov. Miller's message could be framed so as to do away with the protests that have been made against some of his proposals.
The legislators were advised not to commit themselves until the bills had been put in final shape, when they could talk intelligently on the subject. It was agreed to use the influence of the united delegation from New York city toward obtaining certain modifications or interpretations of the programme.
"A message is not a bill," said one of the leaders. "Nor is snap judgment on a message a true measure of what people will really think of it after they have had a chance to study it. If the Governor already has slavishly followed his supplemental statements since his message."

G.O.P. LEGISLATORS DODGE TAMMANY'S CHEAP FARES TRAP

New Yorkers in Conference With Koenig Discuss Gov. Miller's Message on Transit Reform.

NOT A POLITICAL GAME

Snap Judgment Depreciated on Plans to Put City's Traction System on a Business Basis.

APPROVED BY HARKNESS

Author of Dual Contract for Subways Says Programme Will Correct Underlying Faults of Traction.

Republican leaders and members of the Legislature from New York city do not intend to permit Democratic politicians or demagogues to badge them into taking any action on the proposals for a solution of the transit problem in this city as set forth by Gov. Miller in his message.
Their desire is to stand behind Gov. Miller's programme, and so far as the traction proposal is concerned they will use their influence to have the bills drawn in such a way as to meet some objections that have been raised by the opposition.

This decision was reached at a meeting of the Republican Senators and Assemblymen from New York county with Samuel S. Koenig, the leader, at headquarters yesterday afternoon.
There was no meeting in Brooklyn, but the leaders there said their attitude was similar to that in New York county. Three of the Senators expressed themselves as against an increased fare.

"Gov. Miller is endeavoring to apply statesmanship instead of politics by reaching down and correcting the underlying difficulties," declared Le Roy T. Harkness, who, as counsel, drafted the dual subway contracts for the Public Service Commission, and is considered one of the best informed traction experts in the city.

Trying to Make Political Issue

Following the lead of Tammany Hall, John H. McCooney, Democratic leader in Brooklyn, has called his executive committee and members of the Legislature to meet at 11 o'clock to-morrow morning. They will have nothing to do with the question, while H. H. Curran, Borough President of Manhattan, and another speaker will argue for a greater measure of home rule. It is announced that "every man, woman and child who attends the gathering will be allowed to express his views on the present transit situation here."

In line with their policy the New York county legislators refused to discuss their meeting or indicate the line of argument that went on for more than two hours. An innocuous statement was issued saying it was one of the regular weekly meetings to discuss questions pending in the Legislature. Among the "matters" was the "transit situation in New York city."

"It was the unanimous opinion of those present," the statement read, "that the most careful consideration and study be given to those matters particularly affecting the city of New York. The members will meet next Saturday afternoon."

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GOOD MORNING! Turn to "Telephone Directory" for Home and Business Numbers. Section 10 to-day through Six Auckland Ads. for home, office and factory necessities at bargain prices.—Adv.